Partnership Synopsis

All Partnerships At All Navy Depots

NA-01					As of Fourth	h Quarter FY02	
Project: AV-8B Remanu	facture Pro	gram	Sta		rrently Active		
Command	DMA(s)	Private E	ntity	Partnership Type			
NAVAIR	CHYPT	Boeing and B	AE Team		Worksh	nare	
Authority		Pe	eriod Of Perfo	rmance			
Not Applicable Other-Memorandum of Understanding (MOU)	Start Date	e: April 1996	End	d Date:	September 2	2003	
Description of Partnersh	ip						
Fleet. Boeing and NADEF and GFE. NADEP deliver schedules. Boeing delivers schedule contained in a FI NAVAIR PMA257 to perform equipment, delivery of 205 delivery of 37 RFI Comport depot logistics support and equipment, supplies parts REMAN aircraft to the Fleet Weapon System(s) or Ec AV-8B Harrier; AV8-B Harrier	s 23 kits costs remanufated tetter. Earn the work of RFU Comports to Bod engineering for mod kitet, and enguipment E	onsisting of the 287 Clactured (REMAN) airconstructed by kload. NADEP Cherron ponents to Boeing, Deing, parts required to many support. Boeing a set to NADEP Cherry Princering support.	FE component raft to the Fleet y NAVAIR PM y Point provide elivery of 45 M perform repand BAE provid	s to meet t in accor A257 and es: skilled lodified C ir, product e: skilled	t Boeing and I dance with de d NADEP CHI labor force, e components to ction engineer labor force, e	BAE production elivery PT is funded by existing support becoming, ing support, existing support	
Revenue or Consideration							
Expected Total Revenue (Over Life O	f Partnership:				\$45,000,000	
Expected Annual Revenue) :					\$6,500,000	
Depot Revenue To Date:						\$45,000,000	
<u>Benefits</u>							
Excessive corrosion found previously considered "life			ew maintenand	ce proces	ses for comp	onents	
<u>Workforce</u>							
Anticipated number of Fed Anticipated private sector j Anticipated private sector j Federal Government DLHs	obs in the lo	ocal community (excludi	•		partnership	594,344.0	
Capital Investment							
Expected private sector inv	/estment					\$ 0	
Expected direct investmen		ot by other government	entities			\$ 0	

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NA-02				As of Fourth Quarter FY0			
Project: AN/AWG-9 Fire	Control Rad	ar Components	Status:	Currently Active			
Command	DMA(s)	Private Entity		Partnership Type			
NAVAIR	JAX	Systems & Electronics, Inc (SEI)	Sale Of Services			
Authority	·	Period Of Performance					
10 USC 2563	Start Date:	February 1999	End Dat	te: February 2003			
Description of Partnersh	<u>ip</u>						
(GFE) and they are required requirement SEI requested the AN/AWG-9 Units Under NADEP Jacksonville when the cost estimate to perform effort. Upon receipt of fund SEI. SEI provides: failed NADEP Jacksonville provides technical documentation.	In 1999, SEI was under a Low Rate Initial Production contract (N00189-95-C-0333) to develop AN/AWG-9 Test Program Sets for the CASS Offload program. Under this contract, SEI was provided AN/AWG-9 assets (GFE) and they are required to maintain these assets in RFI condition. Based on this maintenance requirement SEI requested NADEP Jacksonville enter into a teaming arrangement with them to repair any of the AN/AWG-9 Units Under Test (UUT) that fail during their LRIP and Production contracts. SEI notifies NADEP Jacksonville when an AN/AWG-9 component fails. NADEP Jacksonville issues a delivery order with the cost estimate to perform a check, test, and repair the failed unit. SEI provides funding to complete this effort. Upon receipt of funding, NADEP Jacksonville completes the repairs and ships the RFI unit back to SEI. SEI provides: failed units, funding to perform repair, and shipping to and from NADEP Jacksonville. NADEP Jacksonville provides: existing facilities, manpower, existing support equipment, and existing technical documentation. This arrangement was available in FY01, but no depot resources were used in FY01. Weapon System(s) or Equipment Being Supported						
Revenue or Consideration		101110					
Expected Total Revenue C		Partnership:		\$10,000			
Expected Annual Revenue		·					
Depot Revenue To Date:				\$19,000			
Benefits							
No product support or impl	roved busine	ss processes anticipated.					
•	obs in the loca obs at the dep			· · · · · · · · · · · · · · · · · · ·			
Capital Investment							
Expected private sector inv	estment			\$			
·		by other government entities		\$			

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NA-03					As of Fourt	th Quarter	FY02
		and F-22 Antenna and	Status		ompleted		
Radome Test	ting			Ac	tive Precedir	ng Fiscal Ye	ar
Command	DMA(s)	Private Entity			nip Type		
NAVAIR	JAX	Neptune Technical Services	, Inc.		Sale Of S	Services	
Authority		Period Of F	Perform	ance			
10 USC 2563	Start Date	December 2000	End D	ate:	October 200	01	
Description of Partnership							
for frontline fighter, attack, and electronic warfare aircraft. Additionally, Neptune manufactures engineered composite structures for microwave and RF communications hardware, naval and ground vehicle structures and industrial fabrications. Under this agreement Naval Air Depot Jacksonville (NADEP JAX) was to provide RF antenna and radome testing, autoclave processing, and coordinates measuring machine inspection on an as requested basis. In this agreement, Neptune Technical Services was to notify NADEP JAX when a negotiated type service was required. NAVAIRDEPOT JAX was to issue a delivery order with the cost estimate to perform the service. Neptune Technical Services was to provide funding to complete this effort. Upon receipt of funding, NADEP JAX was to perform the service and notify Neptune Technical Services when the unit or component was ready for pickup. Neptune Technical Services was to provide: the article or unit to be tested, funding to perform test, and shipping to and from NADEP JAX. NADEP JAX was to provide: existing facilities, manpower, existing support equipment, and existing technical documentation. Although this arrangement was in place during FY01, Neptune Tech Services, Inc. did not generate any requirements to							
the unit or component who tested, funding to perexisting facilities, manpolarrangement was in pla	erform test, ar ower, existing	nd shipping to and from NADEF support equipment, and existing	PJAX. N	NADE ical d	P JAX was to ocumentation	o provide: n. Although	it to this
the unit or component who tested, funding to perexisting facilities, manpolarrangement was in plantable JAX. Weapon System(s) or	erform test, ar ower, existing ce during FY(Equipment I	nd shipping to and from NADEF support equipment, and existing the support equipment, and existing the support of the support o	PJAX. N	NADE ical d	P JAX was to ocumentation	o provide: n. Although	it to this
the unit or component who be tested, funding to perexisting facilities, manpolarrangement was in pla NADEP JAX. Weapon System(s) or Various F-14, EA-6B, A	erform test, ar ower, existing ce during FY0 Equipment F H-1 and F-22	nd shipping to and from NADEF support equipment, and existing the support equipment, and existing the support of the support o	PJAX. N	NADE ical d	P JAX was to ocumentation	o provide: n. Although	it to this
the unit or component whose tested, funding to persisting facilities, manperarrangement was in plance NADEP JAX. Weapon System(s) or Various F-14, EA-6B, A Revenue or Consideration between the supplemental statements and the supplementary in the supplement of the supplementary in	erform test, ar ower, existing ce during FY(Equipment E H-1 and F-22 ation	nd shipping to and from NADEF support equipment, and existin of, Neptune Tech Services, Inc. Being Supported Components	PJAX. N	NADE ical d	P JAX was to ocumentation	o provide: n. Although uirements to	it to this
the unit or component whose tested, funding to perfect the existing facilities, manperarrangement was in plantagement with the existing the	erform test, ar ower, existing ce during FY(Equipment E H-1 and F-22 ation e Over Life O	nd shipping to and from NADEF support equipment, and existin of, Neptune Tech Services, Inc. Being Supported Components	PJAX. N	NADE ical d	P JAX was to ocumentation	o provide: n. Although uirements to	it to this
the unit or component whose tested, funding to persisting facilities, manperarrangement was in plance NADEP JAX. Weapon System(s) or Various F-14, EA-6B, A Revenue or Consideration between the supplemental statements and the supplementary in the supplement of the supplementary in	erform test, ar ower, existing ce during FY(Equipment E H-1 and F-22 ation e Over Life Onue:	nd shipping to and from NADEF support equipment, and existin of, Neptune Tech Services, Inc. Being Supported Components	PJAX. N	NADE ical d	P JAX was to ocumentation	o provide: n. Although uirements to	it to this
the unit or component whose tested, funding to perexisting facilities, manperarrangement was in plan NADEP JAX. Weapon System(s) or Various F-14, EA-6B, A Revenue or Considerate Expected Total Revenue Expected Annual Rever	erform test, ar ower, existing ce during FY(Equipment E H-1 and F-22 ation e Over Life Onue:	nd shipping to and from NADEF support equipment, and existin of, Neptune Tech Services, Inc. Being Supported Components	PJAX. N	NADE ical d	P JAX was to ocumentation	o provide: n. Although uirements to	this
the unit or component was tested, funding to perexisting facilities, manperarrangement was in plan NADEP JAX. Weapon System(s) or Various F-14, EA-6B, A Revenue or Considera Expected Total Revenue Expected Annual Reverue Depot Revenue To Data Benefits	erform test, ar ower, existing ce during FY(Equipment E H-1 and F-22 ation e Over Life Onue: e:	nd shipping to and from NADEF support equipment, and existin of, Neptune Tech Services, Inc. Being Supported Components	PJAX. N	NADE ical d	P JAX was to ocumentation	o provide: n. Although uirements to	this
the unit or component was tested, funding to perexisting facilities, manperarrangement was in plan NADEP JAX. Weapon System(s) or Various F-14, EA-6B, A Revenue or Considera Expected Total Revenue Expected Annual Reverue Depot Revenue To Data Benefits	erform test, ar ower, existing ce during FY(Equipment E H-1 and F-22 ation e Over Life Onue: e:	nd shipping to and from NADEF support equipment, and existing of the support equipment, and existing of the support of the sup	PJAX. N	NADE ical d	P JAX was to ocumentation	o provide: n. Although uirements to	this
the unit or component who tested, funding to persisting facilities, manperarrangement was in plan NADEP JAX. Weapon System(s) or Various F-14, EA-6B, A Revenue or Considera Expected Total Revenue Expected Annual Reverue Depot Revenue To Date Benefits No product support or in Workforce	erform test, ar ower, existing ce during FYO Equipment I H-1 and F-22 ation e Over Life Onue: e:	nd shipping to and from NADEF support equipment, and existing of the support equipment, and existing of the support of the sup	P JAX. Nong technology. did not	NADE ical d	P JAX was to ocumentation rate any requ	o provide: n. Although uirements to	this
the unit or component who tested, funding to pervisiting facilities, manperarrangement was in plan NADEP JAX. Weapon System(s) or Various F-14, EA-6B, A Revenue or Considera Expected Total Revenue Expected Annual Revenue To Date Depot Revenue To Date Benefits No product support or in Workforce Anticipated number of F	erform test, ar ower, existing ce during FY(Equipment I H-1 and F-22 ation e Over Life Onue: e: mproved busing	nd shipping to and from NADEF support equipment, and existing of the support equipment, and existing of the support equipment of the support equip	P JAX. Ing technology did not	NADE ical d	P JAX was to ocumentation rate any requ	o provide: n. Although uirements to	it to this ,,000 \$0
the unit or component who tested, funding to pervisiting facilities, manperarrangement was in plan NADEP JAX. Weapon System(s) or Various F-14, EA-6B, A Revenue or Considera Expected Total Revenue Expected Annual Revenue To Date Depot Revenue To Date Benefits No product support or in Workforce Anticipated number of F	erform test, ar ower, existing ce during FY(Equipment I H-1 and F-22 ation e Over Life Onue: e: mproved busing Federal Governor jobs in the lo	nd shipping to and from NADEF support equipment, and existing the support equipment, and existing the support equipment of the support equipment equipment of the support equipment e	P JAX. Ing technology did not	NADE ical d	P JAX was to ocumentation rate any requ	o provide: n. Although uirements to	this,000
the unit or component who tested, funding to perexisting facilities, manperarrangement was in plan NADEP JAX. Weapon System(s) or Various F-14, EA-6B, A Revenue or Considerate Expected Total Revenue Expected Annual Reverue Depot Revenue To Date Benefits No product support or in Workforce Anticipated number of Fanticipated private sectors	erform test, ar ower, existing ce during FY(Equipment B H-1 and F-22 ation e Over Life Onue: e: mproved busing federal Governor jobs in the loor jobs at the document of the process of the description of the loor jobs at the loor jobs	nd shipping to and from NADER support equipment, and existing the support equipment, and existing the support of the support o	P JAX. Ing technology did not	NADE ical d	P JAX was to ocumentation rate any requ	o provide: n. Although uirements to	this ,000 \$0
the unit or component who tested, funding to persisting facilities, manperarrangement was in plan NADEP JAX. Weapon System(s) or Various F-14, EA-6B, A Revenue or Considera Expected Total Revenue Expected Annual Reverue Depot Revenue To Date Benefits No product support or in Workforce Anticipated number of Fanticipated private sectors and provided the sector of	erform test, ar ower, existing ce during FY(Equipment B H-1 and F-22 ation e Over Life Onue: e: mproved busing federal Governor jobs in the loor jobs at the document of the process of the description of the loor jobs at the loor jobs	nd shipping to and from NADER support equipment, and existing the support equipment, and existing the support of the support o	P JAX. Ing technology did not	NADE ical d	P JAX was to ocumentation rate any requ	o provide: n. Although uirements to	,000 \$0
the unit or component who tested, funding to persisting facilities, manperarrangement was in plan NADEP JAX. Weapon System(s) or Various F-14, EA-6B, A Revenue or Considera Expected Total Revenue Expected Annual Reverue Depot Revenue To Date Benefits No product support or in Workforce Anticipated number of Fanticipated private sector Anticipated private sector Federal Government DL	Equipment E H-1 and F-22 Ation e Over Life Onue: e: mproved businessed at the deposition of the left o	nd shipping to and from NADER support equipment, and existing the support equipment, and existing the support of the support o	P JAX. Ing technology did not	NADE ical d	P JAX was to ocumentation rate any requ	o provide: n. Although uirements to	,000 \$0

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NA-04					As of Four	th Quarter FY02
Project: J-52 Engines			Statu	s: C	ompleted	
				A	ctive Precedir	ng Fiscal Year
Command	DMA(s)	Private Entity			Partnersh	nip Type
NAVAIR	JAX	General Electric Engine Serv (GEES) Miami	vices		Sale Of S	Services
Authority		Period Of F	Perform	ance	•	
10 USC 2563	Start Date	e: September 2000	End [Date:	February 20	003
Description of Partners	hip					
when an J-52 Engine fails estimate to perform a che effort. Upon receipt of fu 52 engine back to GEES and from NADEP Jackso equipment, existing techragreement was anticipate accomplish repairs, the n Weapon System(s) or E J-52 Engines for Argentir	s and requireck, test, and nding, NAD M. GEES-nville. NAD Nical documed to end Mew anticipa quipment le Air Force		issues S-M pro repairs funding ng facili rts via the eipt of r	a delipvides and p to pe ties, r ne Na	ivery order with funding to controlling to controlling to controlling to controlling the controlling to controlling the controlling to controlling the controlling to controlling the controll	th the cost omplete the ody of the RFI J- and shipping to cisting support tem. The
Revenue or Considerati Expected Total Revenue		of Dorthorobin.				\$150,000
Expected Annual Revenue		n Faithership.				Ψ100,000
Depot Revenue To Date:	ic.					\$61,402
Benefits						
	proved busi	ness processes anticipated.				
Workforce						
Anticipated number of Fe	jobs in the lo	•			s partnership	413.0
Conital Investment						
Capital Investment	wootmont					c
Expected private sector in		ot by other government entities				\$ 0
Expedied direct investine	in at the dep	or by other government entitles				φ

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NA-06				As of Fourth Quarter FY02
Project: LAU-7, PP-25	31A/A Power	Supply	Status:	Completed
,		11.7		Active Preceding Fiscal Year
Command	DMA(s)	Private Entity		Partnership Type
NAVAIR	JAX	Associated Aircraft Manufacturi Sales, Inc. (AAMSI)	ng &	Sale Of Services
Authority		Period Of Po	erformar	ice
10 USC 2563	Start Date	: July 2000	End Dat	e: August 2001
Description of Partners	ship			
2581A/A Power Supplies to perform a check, test, receipt of funding, NADE AAMSI provided failed u NADEP Jacksonville prodocumentation, and mat Weapon System(s) or LAU-7 Power Supply (Pf	s requiring re and repair o P Jacksonvi nit(s), funding vided: existinal erial/piece pa quipment E P-2581A/A) p	ne agreement, AAMSI notified Napair. NADEP Jacksonville issue of the failed unit. AAMSI provided lile completed the repairs and ship to perform repair, and shipping facilities, manpower, existing facts via the Navy supply system. Being Supported orimarily sold by AAMSI to Foreigner.	d a delived funding ipped the storage to and final fin	ery order with the cost estimate to complete this effort. Upon RFI unit back to AAMSI. From NADEP Jacksonville. quipment, existing technical
Revenue or Considerat		(Danta analy's		¢45.000
Expected Total Revenue		r Partnersnip:		\$15,000
Expected Annual Reven Depot Revenue To Date				\$14,240
Benefits	•			Ψ14,240
	proved busin	ness processes anticipated.		
Workforce	iproved busii	less processes articipated.		
Anticipated number of Fe	r jobs in the lo	•		· · · · · · · · · · · · · · · · · · ·
Capital Investment				
Expected private sector i	nvestment			\$ 0
		ot by other government entities		\$0

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				As of Fourth 0	zuanten i t
	grated Readin	ness Support Teaming	Status:	Currently Active	
(FIRST) (1)				Active Preceding F	
Command	DMA(s)	Private Entity		Partnership 1	, , , , , , , , , , , , , , , , , , ,
NAVAIR	JAX	Boeing		Sale Of Serv	rices
Authority		Period Of Pe	rforman	ice	
10 USC 2563	Start Date:	June 2001	End Dat	e: June 2006	
Description of Partners	<u>hip</u>				
asset availability to the FI NADEP Jacksonville. The management, material m	eet user there e FIRST contranagement, tract (2 year bate) egotiated agreethe following negotiating quehedule, providing eshipping assee, and providire consibilities intent and support documentations	ed Readiness Support Teaming by increasing overall readiness ract tasks The Boeing Companion ransportation, and reliability impose with three (3) one (1) year of the seement between NADEP Jackson products or services. The Boeing arterly workload schedules with viding all repair material (piece ngineering and technical supports to NADEP Jacksonville, packing funding to NADEP Jacksonville providing facilities to perform the perform repairs and collected to the service of the service	s as well y with proportions). Conville aring Comparts), cont, investigation according an according to according the total according the control of the cont	as maintaining core oviding total asset int support services. In the Boeing Company responsibilities P Jacksonville, provonfiguration managing and incorport shipping repaired complish negotiated totated workload, skicksonville is also re	e capability and the FIRS apany, each as include a viding asset the ement or atting the RFI assets at tasks.
Weapon System(s) or E					sponsible f
		mig Capportou			sponsible fo
F/A-18 E/F Unique Comp	onents				sponsible f
					sponsible f
Revenue or Considerati	<u>ion</u>	Partnership:			esponsible for The Boein
Revenue or Considerati Expected Total Revenue	<mark>ion</mark> Over Life Of F	Partnership:			esponsible for The Boein
Revenue or Considerati Expected Total Revenue Expected Annual Revenu	i <mark>on</mark> Over Life Of I ie:	Partnership:			sponsible f
Revenue or Considerati Expected Total Revenue Expected Annual Revenu Depot Revenue To Date:	i <mark>on</mark> Over Life Of I ie:	Partnership:			sponsible for The Boein
Company providing repai NADEP Jacksonville will company for reliability and specific components. Workforce	on Over Life Of Face: ects to obtain r material/part collect failure alysis with the	Partnership: reduced repair cycle time (Turn ts within two days after identific data on repaired components a intent of developing and incorpent intent of developing and incorpent in the topot directly attribute.	ation of tand provi	the required for mat de this data to the E reliability improveme	\$653,00 \$653,00 \$e Boeing erial/part.

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Federal Government DLHs at the depot expended to date

Expected direct investment at the depot by other government entities

Capital Investment

Expected private sector investment

0.0

0

NA-07 (2)				As of Fourth	Quarter FY02	
Project: F/A-18E/F Inte (FIRST) (2)	egrated Readi	ness Support Teaming	Status	: Currently Active		
Command	DMA(s)	Private Entity		Partnershi	р Туре	
NAVAIR	CHYPT	Boeing		Sale Of Se	ervices	
				Teami	ng	
Authority	Period Of Performance					
10 USC 2563	Start Date:	June 2001	End Da	ate: June 2005		
Description of Partners	ship					
environmental support sy	ystems. NAC	Cherry Point to repair these F/A- DEP Cherry Point provides the to A-18E/F aircraft air conditioning	uch lat	oor and the depot r	naintenance	
Weapon System(s) or E	Equipment B	eing Supported				
		I Environmental support systems	3			
Revenue or Considerat	<u>tion</u>					
Expected Total Revenue	Over Life Of	Partnership:			\$4,400,000	
Expected Annual Reven						
Depot Revenue To Date	:				\$176,338	
<u>Benefits</u>						
reduced obsolescence ri availability/reliability resu improved weapon syster commitments/guarantee	sks/cost, redu liting in reduce n availability t	d product support costs through uced provisioning and data requi ed pipeline/inventory requiremen hrough availability commitments,	rement	ts, and improved ` ere is expected to a	also be	
<u>Workforce</u>						
-		nent jobs at the depot directly attribu			20.0	
·	•	cal community (excluding those at the	ne depo	t)	3.00	
Anticipated private secto	-	•			0.00	
Federal Government DLI	Hs at the depot	expended to date			2,102.0	
Capital Investment						
Expected private sector i					\$ 0	
Expected direct investme	ent at the depot	by other government entities			\$0	

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NA-07 (3)				As of Fourth	Quarter FY02
Project: F/A-18E/F Integ (FIRST) (3)	rated Readi	ness Support Teaming	Status: C	urrently Active	
Command	DMA(s)	Private Entity		Partnership	Туре
NAVAIR	NORIS	Boeing		Sale Of Se	rvices
Authority		Period Of Pe	rformance		
10 USC 2563	Start Date:	June 2001	End Date:	June 2006	
Description of Partnersh	<u>ip</u>				
performs depot repair serv Boeing provides funding, r	rices to Boe epairable ur	pistics (PBL) prime contract with ing as a subcontractor. nits, repair parts, obsolescence in the initial littles, technical data, equipments.	manageme	nt, and shipping	g. NADEP
Weapon System(s) or Eq			., р. о а а о о	ogg	a paenagingi
Various F/A-18E/F peculia	-				
Revenue or Consideration	<u> </u>				
Expected Total Revenue C		Partnership:			\$50,250,000
Expected Annual Revenue		·			\$10,000,000
Depot Revenue To Date:					\$160,000
Benefits					
PBL approach from incept		se all of the units repaired unde L model, by design, is expected			
<u>Workforce</u>					
•		nent jobs at the depot directly attrib		s partnership	57.0
· · · · · · · · · · · · · · · · · · ·		cal community (excluding those at t	he depot)		0.00
Anticipated private sector j		•			1.00
Federal Government DLHs	at the depot	expended to date			1,600.0
Capital Investment					
Expected private sector inv	estment				\$ 0
Expected direct investment	t at the depot	t by other government entities			\$ 0

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NA-08				As of Fourth Quar	ter FY02
Project: SR-61/AS-61	Blades		Status: C	ompleted	
			A	ctive Preceding Fisca	l Year
Command	DMA(s)	Private Entity		Partnership Type	;
NAVAIR	CHYPT	Aviation Blade Services		Sale Of Services	
				Workshare	
Authority		Period Of Pe	rformance)	
Other-Workshare	Start Date	e: May 1999	End Date:	September 2001	
Description of Partner	ship				
completion of the balan provided: units for dyna existing facilities, a skill	ce NADEP C mic balancing ed labor force	ABS shipped the scheduled blade herry Point shipped them to ABS. g and delivery of units to the depote, and depot logistics support.	PMA 276	funded the workload.	ABS
Weapon System(s) or	Equipment	Being Supported			
SR-61/AS-61 Blades	4.				
Revenue or Considera		V.D			# 00,000
Expected Total Revenu		ντ Partnersnip:			\$26,000
Expected Annual Rever					\$22,000 \$26,000
Depot Revenue To Date	9:				\$26,000
Benefits Name of the last of t					
	nproved busi	ness processes anticipated.			
Workforce	- 1 1 0	and the set of the set			0.0
		ment jobs at the depot directly attrib		s partnersnip	0.0
•	•	ocal community (excluding those at the	ne depot)		
Anticipated private sect Federal Government DI	-	•			239.0
i ederal Government Di	ins at the dep	or expended to date			203.0
Capital Investment					
Expected private sector				\$	0
Expected direct investm	ent at the dep	ot by other government entities		\$	0

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NA-09						n Quarter FY0
Project:	P-3/S-3/C-2/F/	A-18 Auxilia	ry Power Units (APUs)	Status		
	ommand	DMA(s)	Private Entity		Active Preceding	
		CHYPT	-		Partnershi Sale Of Se	
	NAVAIR	CHYPI	Honeywell			
			David 4 Of D	\- u\$ - uus	Teami	ng
	Authority	04 4 D 4	Period Of P	_		
	USC 2563	Start Date	: June 2000	End D	ate: June 2010	
	ion of Partners		execution as well as Customer			
Cherry Pounits for Interpretate of the cost for the complete depot and managen existing follogistics sufficients.	oint provides the Honeywell. Hon ents for the APU ne agreed-upon s the repairs. He pick-up of repainent, warehousi acilities, a skilled support.	e touch labor eywell and N Is and their of quarterly so oneywell produced units, eargen dunits, eargen dunits, eargen de labor force	rovides parts to NADEP Cherry For and the depot maintenance log NAVAIR Depot Cherry Point negrelated reparable sub-componer hedule of work. Honeywell functivides: failed units, funding to pergineering support, parts required, handling, storage and transport, existing support equipment, programmed process.	gistics sugotiate q nts. NAI ds the werform red to pe ortation.	upport to repair the juarterly schedules DEP Cherry Point prorkload and NADER repair, delivery of farerform the repair, in NADEP Cherry Po	failed APU based on Flee rovides the P Cherry Pointiled units to the ventory oint provides
	or Considerat		,			
Expected	Total Revenue	Over Life O	f Partnership:			\$107,000,000
Expected	Annual Revenu	ıe:				\$5,300,000
Depot Re	venue To Date:					\$18,590,456
Benefits						
reduced of availability improved commitmed NAVICP prior to the 65% to 98 Backorded	obsolescence risy/reliability resulting weapon system ents/guarantees also indicates the partnership). Sw. Repairs aw	sks/cost, red lting in reduce a availability s. at the avera The supply vaiting parts a 125 to 33.	ed product support costs throug luced provisioning and data requed pipeline/inventory requirement through availability commitment ge time from receipt of requisiting material availability average of reduced from 232 to zero. More than 500 plus APUs have	uiremen ents. Th ts/guara on is 6.5 four pro	nts, and improved here is expected to a untees, and reliability 5 days worldwide (v grams at depot incr	also be y ersus 35 days eased from
Workford						
		deral Govern	ment jobs at the depot directly attri	butable t	to this partnership	26.
•			ocal community (excluding those at		•	8.0
=	ted private sector	-		·	,	0.0
-	•	=	ot expended to date			110,117.
Canital I	nvootmont					
	nvestment	avoctmost				•
Expedie	ed private sector in	14691116111	at her athern marrows (1997)			\$

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Expected direct investment at the depot by other government entities

NA-11					As of Fourth Quarter F	Y02	
Project: Calibration, Meta	al Processi	ng and Engineering Support	Statu		Currently Active		
				A	ctive Preceding Fiscal Yea	ar	
Command	DMA(s)	Private Entity			Partnership Type		
NAVAIR	JAX	Logistic Services Internation			Sale Of Services		
Authority		Period Of					
10 USC 2563	Start Date	: September 2001	End I	Date:	March 2006		
Description of Partnersh		ompany established over twer					
avionics, structural, hydrau provide calibration, metal punder this partnership LSI items requiring metal procesto perform the task(s) requinable. NADEP Jacksonville perforstand requiring calibration, from NADEP Jacksonville.	repair and material management needs of the Navy and FMS customers. LSI is a Navy certified source of repair for hundreds of aeronautical components and has capability and capacity to support a broad range of avionics, structural, hydraulic, manufacturing and metal fabrication processes. NADEP Jacksonville will provide calibration, metal processing and engineering support services to LSI on an as requested basis. Under this partnership LSI notifies NADEP Jacksonville when they have a test stand requiring calibration or items requiring metal processing services. NADEP Jacksonville issues a delivery order with the cost estimate to perform the task(s) requested. LSI provides funding to complete this effort. Upon receipt of funding, NADEP Jacksonville performs the task in accordance with the delivery order. LSI provides access to test stand requiring calibration, item requiring metal processing, funding to perform repair, and shipping to and from NADEP Jacksonville. NADEP Jacksonville provides existing facilities, manpower, existing support						
equipment, and existing tec Weapon System(s) or Eq							
		me Components; Trainer Aircr	aft				
Revenue or Consideratio							
Expected Total Revenue C	ver Life O	f Partnership:			\$275,0	000	
Expected Annual Revenue	:	·					
Depot Revenue To Date:					\$8,0	000	
Benefits							
No product support or impr	oved busi	ness processes anticipated.					
<u>Workforce</u>							
-	obs in the lo	•				62.0	
Capital Investment							
Expected private sector inv	estment				<u> </u>	0	
·		ot by other government entities			\$	0	

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NA-12				As of Fourt	h Quarter FY02			
Project: LAU-7, AN/APO	G-65 and AN	I/ARA-48	Status: C	urrently Active				
Command	DMA(s)	Private Entity		Partnershi	р Туре			
NAVAIR	JAX	S & K Technologies, Inc.		Sale Of Se	ervices			
Authority		Period Of Po	f Performance					
10 USC 2563	Start Date	January 2002	End Date:	March 2008				
Description of Partners	hi <u>p</u>							
on the following systems: Technologies, Inc. is a do and commercial aviation Jacksonville, each partne funding to have assets te NADEP Jacksonville provides a certificate Weapon System(s) or E	S&K Technologies, Inc. requested the services of NADEP Jacksonville to test and repair components utilized on the following systems: LAU-7 Power Supply, APG-65, ARA-48 utilized on multiple aircraft platforms. S&K Technologies, Inc. is a domestic and international supplier or repair support for repairable parts to the military and commercial aviation industries. According to the agreement between S&K Technologies and NADEP Jacksonville, each partner is responsible for the following for each delivery order: S&K Technologies provides funding to have assets tested and repaired, the asset to be repaired, packaging and shipping of RFI assets. NADEP Jacksonville provides facilities to perform repair, skilled labor (artisans), and support equipment. NADEP Jacksonville also maintains support equipment, utilizes technical documentation to perform repairs and provides a certificate of conformance upon completion of repair. Weapon System(s) or Equipment Being Supported Primarily for Foreign Customers of S& K Technologies, Inc.; Various Aircraft ComponentsLAU-7,							
Revenue or Considerati					^			
Expected Total Revenue		Partnership:			\$500,000			
Expected Annual Revenu	ie:							
Depot Revenue To Date: Benefits								
	proved busir	ness processes anticipated.						
Anticipated number of Fe	jobs in the lo	•		s partnership	0.0			
Capital Investment Expected private sector in Expected direct investme		t by other government entities			\$ 0 \$ 0			

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Expected Annual Revenue: Depot Revenue To Date: Strategies Stra	NA-13				As of Fourth Qua	rter FY02	
NAVAIR Authority Period Of Performance 10 USC 2563 Start Date: January 2002 End Date: March 2003 Description of Partnership Under this partnership NADEP Jacksonville will provide depot services to calibrate CF-18 Boresight Alignmer equipment as requested by the Boeing Company. This work will include, but not be limited to providing program management, supervision, labor, facilities and equipment for the calibration of Boresight Alignment Set, EGI Adapters, MAD Adapters and ADSU Adapters. In accordance to the agreement negotiated between NADEP Jacksonville and the Boeing Company, each partner has certain responsibilities. Boeing Company is responsible for inventory and asset tracking, transportation of assets, repair parts, and technical support. NADEP Jacksonville is responsible for reporting schedule and funding expenditures, induction of assets, calibration of assets, preparation for shipment, and maintenance of inspection and test records. Boeing has a contract with Canada for the assets calibrated by NADEP JAX. Weapon System(s) or Equipment Being Supported CF-18 Boresight Alignment Equipment Calibration Revenue or Consideration Expected Total Revenue Over Life Of Partnership: Expected Annual Revenue: Depot Revenue To Date: Participated number of Federal Government jobs at the depot directly attributable to this partnership Anticipated private sector jobs in the local community (excluding those at the depot) Anticipated private sector jobs at the depot Federal Government DLHs at the depot expended to date Capital Investment Expected private sector investment	Project: CF-18 Boresi	ght	S	tatus: C	urrently Active		
Authority Period Of Performance 10 USC 2563 Start Date: January 2002 End Date: March 2003 Description of Partnership Under this partnership NADEP Jacksonville will provide depot services to calibrate CF-18 Boresight Alignmer equipment as requested by the Boeing Company. This work will include, but not be limited to providing program management, supervision, labor, facilities and equipment for the calibration of Boresight Alignment Set, EGI Adapters, MAD Adapters and ADSU Adapters. In accordance to the agreement negotiated between NADEP Jacksonville and the Boeing Company, each partner has certain responsibilities. Boeing Company is responsible for inventory and asset tracking, transportation of assets, repair parts, and technical support. NADEP Jacksonville is responsible for reporting schedule and funding expenditures, induction of assets, calibration of assets, preparation for shipment, and maintenance of inspection and test records. Boeing has a contract with Canada for the assets calibrated by NADEP JAX. Weapon System(s) or Equipment Being Supported CF-18 Boresight Alignment Equipment Calibration Revenue or Consideration Expected Total Revenue Over Life Of Partnership: S14,000 Expected Annual Revenue: Depot Revenue To Date: S7,340 Benefits No product support or improved business processes anticipated. Workforce Anticipated private sector jobs in the local community (excluding those at the depot) Anticipated private sector jobs at the depot expended to date Capital Investment Expected private sector investment Expected private sector investment	Command	DMA(s)	Private Entity		Partnership Typ	е	
Description of Partnership Under this partnership NADEP Jacksonville will provide depot services to calibrate CF-18 Boresight Alignmer equipment as requested by the Boeing Company. This work will include, but not be limited to providing program management, supervision, labor, facilities and equipment for the calibration of Boresight Alignment Set, EGI Adapters, MAD Adapters and ADSU Adapters. In accordance to the agreement negotiated between NADEP Jacksonville and the Boeing Company, each partner has certain responsibilities. Boeing Company is responsible for inventory and asset tracking, transportation of assets, repair parts, and technical support. NADEP Jacksonville is responsible for reporting schedule and funding expenditures, induction of assets, calibration of assets, preparation for shipment, and maintenance of inspection and test records. Boeing has a contract with Canada for the assets calibrated by NADEP JAX. Weapon System(s) or Equipment Being Supported CF-18 Boresight Alignment Equipment Calibration Revenue or Consideration Expected Total Revenue Over Life Of Partnership: Depot Revenue To Date: \$7,340 Benefits No product support or improved business processes anticipated. Workforce Anticipated private sector jobs in the local community (excluding those at the depot) Anticipated private sector jobs at the depot Federal Government DLHs at the depot expended to date Capital Investment Expected private sector investment Expected private sector investment \$	NAVAIR	JAX	Boeing		Sale Of Services	S	
Under this partnership Under this partnership NADEP Jacksonville will provide depot services to calibrate CF-18 Boresight Alignment equipment as requested by the Boeing Company. This work will include, but not be limited to providing program management, supervision, labor, facilities and equipment for the calibration of Boresight Alignment Set, EGI Adapters, MAD Adapters and ADSU Adapters. In accordance to the agreement negotiated betweer NADEP Jacksonville and the Boeing Company, each partner has certain responsibilities. Boeing Company is responsible for inventory and asset tracking, transportation of assets, repair parts, and technical support. NADEP Jacksonville is responsible for reporting schedule and funding expenditures, induction of assets, calibration of assets, preparation for shipment, and maintenance of inspection and test records. Boeing has a contract with Canada for the assets calibrated by NADEP JAX. Weapon System(s) or Equipment Being Supported CF-18 Boresight Alignment Equipment Calibration Revenue or Consideration Expected Total Revenue Over Life Of Partnership: S14,000 Expected Annual Revenue: Depot Revenue To Date: \$7,340 Benefits No product support or improved business processes anticipated. Workforce Anticipated number of Federal Government jobs at the depot directly attributable to this partnership Anticipated private sector jobs in the local community (excluding those at the depot) Anticipated private sector jobs at the depot Federal Government DLHs at the depot expended to date 71. Capital Investment Expected private sector investment	Authority		Period Of Per	formance)		
Under this partnership NADEP Jacksonville will provide depot services to calibrate CF-18 Boresight Alignmen equipment as requested by the Boeing Company. This work will include, but not be limited to providing program management, supervision, labor, facilities and equipment for the calibration of Boresight Alignment Set, EGI Adapters, MAD Adapters and ADSU Adapters. In accordance to the agreement negotiated betweer NADEP Jacksonville and the Boeing Company, each partner has certain responsibilities. Boeing Company is responsible for inventory and asset tracking, transportation of assets, repair parts, and technical support. NADEP Jacksonville is responsible for reporting schedule and funding expenditures, induction of assets, calibration of assets, preparation for shipment, and maintenance of inspection and test records. Boeing has a contract with Canada for the assets calibrated by NADEP JAX. Weapon System(s) or Equipment Being Supported CF-18 Boresight Alignment Equipment Calibration Revenue or Consideration Expected Total Revenue Over Life Of Partnership: S14,000 Expected Annual Revenue: Depot Revenue To Date: \$7,340 Benefits No product support or improved business processes anticipated. Workforce Anticipated number of Federal Government jobs at the depot directly attributable to this partnership Anticipated private sector jobs in the local community (excluding those at the depot) Anticipated private sector jobs at the depot Federal Government DLHs at the depot expended to date Capital Investment Expected private sector investment	10 USC 2563	Start Date	: January 2002	nd Date:	March 2003		
equipment as requested by the Boeing Company. This work will include, but not be limited to providing program management, supervision, labor, facilities and equipment for the calibration of Boresight Alignment Set, EGI Adapters, MAD Adapters and ADSU Adapters. In accordance to the agreement negotiated between NADEP Jacksonville and the Boeing Company, each partner has certain responsibilities. Boeing Company is responsible for inventory and asset tracking, transportation of assets, repair parts, and technical support. NADEP Jacksonville is responsible for reporting schedule and funding expenditures, induction of assets, calibration of assets, preparation for shipment, and maintenance of inspection and test records. Boeing has a contract with Canada for the assets calibrated by NADEP JAX. Weapon System(s) or Equipment Being Supported CF-18 Boresight Alignment Equipment Calibration Revenue or Consideration Expected Total Revenue Over Life Of Partnership: Expected Total Revenue To Date: \$77,340 Benefits No product support or improved business processes anticipated. Workforce Anticipated number of Federal Government jobs at the depot directly attributable to this partnership Anticipated private sector jobs in the local community (excluding those at the depot) Anticipated private sector jobs at the depot Federal Government DLHs at the depot expended to date Capital Investment Expected private sector investment Expected private sector investment	Description of Partner	ship					
Weapon System(s) or Equipment Being Supported CF-18 Boresight Alignment Equipment Calibration Revenue or Consideration Expected Total Revenue Over Life Of Partnership: \$14,000 Expected Annual Revenue: Depot Revenue To Date: \$7,340 Benefits No product support or improved business processes anticipated. Workforce Anticipated number of Federal Government jobs at the depot directly attributable to this partnership Anticipated private sector jobs in the local community (excluding those at the depot) Anticipated private sector jobs at the depot Federal Government DLHs at the depot expended to date Capital Investment Expected private sector investment \$	program management, Set, EGI Adapters, MAE NADEP Jacksonville an responsible for inventor NADEP Jacksonville is calibration of assets, pre	supervision, I O Adapters ard the Boeing y and asset to responsible for eparation for	abor, facilities and equipment for to and ADSU Adapters. In accordance Company, each partner has certain racking, transportation of assets, reporting schedule and funding shipment, and maintenance of insp	he calibra e to the ag in respons epair parts expenditu	tion of Boresight Alig reement negotiated sibilities. Boeing Cor s, and technical supp res, induction of asse	nment between npany is oort. ets,	
CF-18 Boresight Alignment Equipment Calibration Revenue or Consideration Expected Total Revenue Over Life Of Partnership: \$14,000 Expected Annual Revenue: Depot Revenue To Date: \$7,340 Benefits No product support or improved business processes anticipated. Workforce Anticipated number of Federal Government jobs at the depot directly attributable to this partnership 0. Anticipated private sector jobs in the local community (excluding those at the depot) Anticipated private sector jobs at the depot Federal Government DLHs at the depot expended to date 71. Capital Investment Expected private sector investment \$							
Revenue or Consideration Expected Total Revenue Over Life Of Partnership: \$14,000 Expected Annual Revenue: Depot Revenue To Date: \$7,340 Benefits No product support or improved business processes anticipated. Workforce Anticipated number of Federal Government jobs at the depot directly attributable to this partnership 0. Anticipated private sector jobs in the local community (excluding those at the depot) Anticipated private sector jobs at the depot Federal Government DLHs at the depot expended to date 71. Capital Investment Expected private sector investment \$							
Expected Total Revenue Over Life Of Partnership: Expected Annual Revenue: Depot Revenue To Date: Style="background-color: #ffetted;">\$7,340 Senefits No product support or improved business processes anticipated. Workforce Anticipated number of Federal Government jobs at the depot directly attributable to this partnership Anticipated private sector jobs in the local community (excluding those at the depot) Anticipated private sector jobs at the depot Federal Government DLHs at the depot expended to date Total Investment Expected private sector investment \$			The Gallistation				
Expected Annual Revenue: Depot Revenue To Date: Style="background-color: blue;">\$7,340 Senefits No product support or improved business processes anticipated. Workforce Anticipated number of Federal Government jobs at the depot directly attributable to this partnership Anticipated private sector jobs in the local community (excluding those at the depot) Anticipated private sector jobs at the depot Federal Government DLHs at the depot expended to date Capital Investment Expected private sector investment \$			f Partnership:			\$14,000	
Depot Revenue To Date: \$7,340 Benefits No product support or improved business processes anticipated. Workforce Anticipated number of Federal Government jobs at the depot directly attributable to this partnership Anticipated private sector jobs in the local community (excluding those at the depot) Anticipated private sector jobs at the depot Federal Government DLHs at the depot expended to date Capital Investment Expected private sector investment \$							
Benefits No product support or improved business processes anticipated. Workforce Anticipated number of Federal Government jobs at the depot directly attributable to this partnership Anticipated private sector jobs in the local community (excluding those at the depot) Anticipated private sector jobs at the depot Federal Government DLHs at the depot expended to date Capital Investment Expected private sector investment \$	<u>'</u>					\$7,340	
No product support or improved business processes anticipated. Workforce Anticipated number of Federal Government jobs at the depot directly attributable to this partnership Anticipated private sector jobs in the local community (excluding those at the depot) Anticipated private sector jobs at the depot Federal Government DLHs at the depot expended to date Capital Investment Expected private sector investment \$	•						
Anticipated number of Federal Government jobs at the depot directly attributable to this partnership Anticipated private sector jobs in the local community (excluding those at the depot) Anticipated private sector jobs at the depot Federal Government DLHs at the depot expended to date Capital Investment Expected private sector investment \$	No product support or in	nproved busi	ness processes anticipated.				
Anticipated private sector jobs in the local community (excluding those at the depot) Anticipated private sector jobs at the depot Federal Government DLHs at the depot expended to date 71. Capital Investment Expected private sector investment \$	Workforce						
Expected private sector investment \$	Anticipated private sector Anticipated private sector	or jobs in the lo or jobs at the d	ocal community (excluding those at the epot		s partnership	71.0	
Expected private sector investment \$	Capital Investment						
	Expected private sector		at hou ath an annuar and antiti		\$ 	0	

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NA-14					As of Fo	urth Quarter FY02
Project: Tes 60	t and Repair	Compone	nts on P-3, F/A-18, H-3 and	H- Statu	s: Currently Act	tive
Comm	and	DMA(s)	Private Entity		Partner	ship Type
NAV	\IR	JAX	Aeronautical Systems	s, Inc.	Sale O	f Services
Autho	rity		Period	Of Perforn	nance	
10 USC	2563	Start Date	January 2002	End [Date: December	er 2007
Description of	f Partnersh	<u>ip</u>				
(AEM) of replation negotiated befor the followir tested and replacksonville placksonville placksonville placksonville properform replaired by Note to perform Systems (Note and the plack of the plack o	acement part ween Aeron og for each d vaired, the a provides facil ment mainter airs and prov ADEP JAX a em(s) or Eq	ts to the minautical Systelivery ordesset to be lities to per nance. Navide a cert re in turn supplement I	overhaul and repair facility a litary and commercial aviate stems, Incorporated and NA er. Aeronautical Systems, repaired, and packaging ar form repair, provide skilled ADEP Jacksonville is also re ificate of conformance upor old to the Spanish Navy by Being Supported t, including P-3, F/A-18, AV	ion industrict DEP Jacks Incorporate and shipping labor (artist esponsible to a completion Aeronautic	es. According to sonville each part of provides fundir of RFI asset. NA ans), support equal to utilize technical of repair. The anal Systems, Inc.	the agreement ner is responsible ng to have assets NDEP uipment and al documentation
Revenue or C		<u> </u>	t, including 1 3, 177 10, 74	ου, 11 ο, α	11011100	
Expected Total			f Partnership:			\$160,000
Expected Ann						
Depot Revenu	e To Date:					\$7,094
Benefits						
No product su	pport or imp	roved busi	ness processes anticipated			
<u>Workforce</u>						
Anticipated p Anticipated p	rivate sector j rivate sector j	obs in the lo	ment jobs at the depot directly ocal community (excluding the epot of expended to date			95.0
Capital Inves	tment					
Expected priv		/estment				\$ C
			ot by other government entitie	S		\$

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				As of Fourtl	h Quarter FY02
Project: AN/ALQ-126B C	Countermeas	sures Set	Status:	Currently Active	
Command	DMA(s)	Private Entity		Partnershi	
NAVAIR	JAX	BAE Systems		Sale Of Se	ervices
Authority		Period C	of Performar	nce	
10 USC 2563	Start Date:	April 2002	End Dat	e: June 2003	
Description of Partnersh	<u>iip</u>				
Company), the original equipontract with NAVICP to inform of reducing total ownership Systems, BAE will provide improvement support servand BAE Systems, each pure management, negotiates of schedule, provides all reparauthority), provides engine improvements, ships assefrom NADEP Jacksonville, NADEP Jacksonville providents and support equipment equi	uipment mar mprove the a p cost. Throus total asset rices. In accountner will be quarterly wor air material (pering and test to NADEF, and provides facilities puipment mai	BAE Systems (formerly known formal turners) is currently negotivallability and reliability of the teaming arrangement management, material manordance with the negotiated responsible for the following responsible formal for	otiating a Per the AN/ALQ-1 ant between Nagement, trad agreement ag. BAE Systonille, provide guration mar tigates and in ckaging and sonville to ackload, skilled	formance Based 126B assets with NADEP Jacksonv Insportation, and Insportation, and Insportation, and Insportation, and Insportation, and Insportation (Class Incorporates reliable shipping of repair Insportation), and Insportation (Insportation), and Insportation, and	Logistics (PBL) the overall goal ille and BAE reliability Jacksonville tal asset ort workload II change billity ed RFI assets ted tasks.
Weapon System(s) or Ec	quipment Be	e failure data to BAE Syste	nville is to util ms for each i	repairable asset in	umentation to
Weapon System(s) or Ec AN/ALQ-126B Counterme	asures Set	e failure data to BAE Syste	nville is to util	repairable asset in	umentation to
Weapon System(s) or Ec AN/ALQ-126B Counterme Revenue or Consideration	quipment Be asures Set on	e failure data to BAE Syster eing Supported	nville is to util ms for each i	repairable asset in	umentation to nducted.
Weapon System(s) or Ec AN/ALQ-126B Counterme Revenue or Consideration Expected Total Revenue C	asures Set on Over Life Of	e failure data to BAE Syster eing Supported	nville is to util	repairable asset in	umentation to
Weapon System(s) or Ec AN/ALQ-126B Counterme Revenue or Consideration Expected Total Revenue C Expected Annual Revenue	asures Set on Over Life Of	e failure data to BAE Syster eing Supported	nville is to util	repairable asset in	umentation to nducted.
Weapon System(s) or Ec AN/ALQ-126B Counterme Revenue or Consideration Expected Total Revenue C Expected Annual Revenue Depot Revenue To Date:	asures Set on Over Life Of	e failure data to BAE Syster eing Supported	nville is to util	repairable asset in	umentation to nducted.
Weapon System(s) or Ec AN/ALQ-126B Counterme Revenue or Consideration Expected Total Revenue C Expected Annual Revenue Depot Revenue To Date: Benefits	quipment Be asures Set on Over Life Of le:	e failure data to BAE Syster eing Supported Partnership:	nville is to util	repairable asset in	umentation to nducted.
Weapon System(s) or Ec AN/ALQ-126B Counterme Revenue or Consideration Expected Total Revenue (Expected Annual Revenue Depot Revenue To Date: Benefits No product support or imp	quipment Be asures Set on Over Life Of le:	e failure data to BAE Syster eing Supported Partnership:	nville is to util	repairable asset in	umentation to nducted.
Weapon System(s) or Ec AN/ALQ-126B Counterme Revenue or Consideration Expected Total Revenue of Expected Annual Revenue Depot Revenue To Date: Benefits No product support or impount of impound in impount of im	quipment Be assures Set on Over Life Of le:	e failure data to BAE Systemeing Supported Partnership: ess processes anticipated.	ms for each i	repairable asset in	umentation to nducted.
Weapon System(s) or Ec AN/ALQ-126B Counterme Revenue or Consideration Expected Total Revenue Counterme Expected Annual Revenue Depot Revenue To Date: Benefits No product support or imp Workforce Anticipated number of Fed	puipment Be asures Set on Over Life Of le: eroved busine	e failure data to BAE Syster eing Supported Partnership:	ms for each i	repairable asset in	spoo,000
Weapon System(s) or Ec AN/ALQ-126B Counterme Revenue or Consideration Expected Total Revenue Counterme Expected Annual Revenue Depot Revenue To Date: Benefits No product support or imp Workforce Anticipated number of Fed	puipment Becasures Set On Over Life Of let croved busined let al Government obs in the local	e failure data to BAE Systemeing Supported Partnership: ess processes anticipated. eent jobs at the depot directly all community (excluding those	ms for each i	repairable asset in	\$900,000
Weapon System(s) or Ec AN/ALQ-126B Counterme Revenue or Consideratio Expected Total Revenue C Expected Annual Revenue Depot Revenue To Date: Benefits No product support or imp Workforce Anticipated number of Fed Anticipated private sector j	proved busined as a the locations at the department of the locations at the loca	e failure data to BAE Systemeing Supported Partnership: ess processes anticipated. ent jobs at the depot directly a la community (excluding those pot	ms for each i	repairable asset in	\$900,000 \$0.00
Weapon System(s) or Ec AN/ALQ-126B Counterme Revenue or Consideration Expected Total Revenue of Expected Annual Revenue Depot Revenue To Date: Benefits No product support or impound Morkforce Anticipated number of Fed Anticipated private sector judgment DLHs Federal Government DLHs	proved busined as a the locations at the department of the locations at the loca	e failure data to BAE Systemeing Supported Partnership: ess processes anticipated. ent jobs at the depot directly a la community (excluding those pot	ms for each i	repairable asset in	\$900,000 \$900,000 4.0 0.00 1.00
Weapon System(s) or Ec AN/ALQ-126B Counterme Revenue or Consideration Expected Total Revenue of Expected Annual Revenue Depot Revenue To Date: Benefits No product support or impound Workforce Anticipated number of Fed Anticipated private sector jub	proved busined by the local grant the depotent of the local grant the local grant the depotent of the local grant grant the local grant gran	e failure data to BAE Systemeing Supported Partnership: ess processes anticipated. ent jobs at the depot directly a la community (excluding those pot	ms for each i	repairable asset in	\$900,000 \$900,000 4.0 0.00 1.00

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NA-16					As of Fourth	Quarter FY0
Project:	F404 High Pres	sure Turbir	ne (HPT) Rotors	Status	: Currently Active	
C	ommand	DMA(s)	Private Entity		Partnership	о Туре
	NAVAIR	JAX	General Electric Aircraft Eng (GEAE)	gines	Sale Of Se	rvices
-	Authority		Period Of	Perform	ance	
10	USC 2563	Start Date	: December 2001	End D	ate: December 20	005
Descript	ion of Partnersh	nip				
considers The exist year optic contract proposed agreeme products Jacksons shipping NADEP Jacksons artisans, repairs, a	s overflow in exceting prime contractions, for a total consolor, for a total color, for services. GEA ville, providing assets to NADEF Jacksonville, and ville responsibilities providing and mand collecting and	ess of that rect is a firm-fortract performance perfor	T Rotors that the Naval Inventor normally assigned as a Fleet Executive price contract with a base or mance period of four years. It which time, GEAE and NADE mercial Services Agreement (Conville and GEAE, each partner ibilities include negotiating quiport the workload schedule, providing packaging and sunding to NADEP Jacksonville providing facilities to perform neupport equipment, utilizing existallure data to GEAE for each in the support of the supported in	xchange period of the first EP Jacks CSA.). In will be rearterly wo oviding a hipping of to accongotiated sting tech	(F/E) schedule with of one year followed overflow call from the onville began work accordance with the sponsible for the follorkload schedule will repair material (pier frepaired RFI assemplish negotiated taken workload, providing inical documentation	the depot. by three one- ne prime under the e negotiated lowing th NADEP ece parts), ts from sks. NADEP g skilled
	or Consideration					
	d Total Revenue		f Partnership:			\$1,400,000
•	d Annual Revenue	e:				
<u> </u>	evenue To Date:					\$83,444
Electric p Jacksonv reliability compone	Jacksonville expension or	aterial/part ect failure d	in reduced repair cycle time (T s within two days after identific lata on repaired components a eveloping and incorporating rel	ation of t nd provic	he required materia le this data to Gene	l/part. NADEI ral Electric for
Workfor						
•			ment jobs at the depot directly att			2.
-	-	=	ocal community (excluding those a	at the dep	ot)	1.0
-	ated private sector	=	-			1.0
Federal	Government DLHs	s at the depo	ot expended to date			922.
Capital I	nvestment					
1 -	ed private sector in					\$
	ad direct investmen		ot by other government entities			

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NA-17	NA-17 As of Fourth Quarter FY02						uarter FY02	
Project: Ai	rcraft Painting			Status	: C	urrently Active)	
Com	mand	DMA(s)	Private Entity		Partnership Type			/pe
NA'	VAIR	NORIS	San Diego Aircraft Carrier Mu	useum		Sale Of S	ervic	es
Autl	nority		Period Of	Performa	nce			
10 US	C 2563	Start Date	October 2002	End Da	ate:	October 200)5	
Description of Partnership								
NADEP North Island will be painting aircraft for the museum. The museum will provide the paint specifications and the paint. NADEP North Island will provide the touch labor on a non-interference basis. NADEP North Island provides touch labor, facilities and equipment to paint various museum aircraft. The San Diego Aircraft Carrier Museum provides each ready-for-paint aircraft and paint. Actual work under this agreement is expected to begin in April 2003.								
Weapon Sy	stem(s) or Ed	quipment E	Being Supported					
Various former Navy Type/Model/Series aircraft								
Revenue or Consideration								
Expected To	tal Revenue C	Over Life O	f Partnership:					\$450,000
Expected Ar	nual Revenue	e:						\$150,000
Depot Revei	nue To Date:							\$0
<u>Benefits</u>								
No product s	support or imp	roved busi	ness processes anticipated.					
<u>Workforce</u>								
Anticipated	number of Fed	eral Govern	ment jobs at the depot directly att	ributable t	o this	s partnership	_	5.0
	•		cal community (excluding those a	at the depo	ot)		_	
	private sector j		•				_	
Federal Go	vernment DLHs	s at the depo	t expended to date				_	0.0
Capital Inve	stment							
1 .	rivate sector in						\$	0
Expected d	irect investmen	t at the depo	ot by other government entities				\$	0

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NA-18				As of Fourth	Quarter FY02		
Project: ASN-150	Portable Program	nmer St	atus: C	ompleted			
Command	DMA(s)	Private Entity		Partnership	Туре		
NAVAIR	NORIS	Sikorsky		Sale Of Art	icles		
				Sale Of Ser	vices		
Authority		Period Of Perf	ormance)			
10 USC 2563	Start Date	: June 2002 Er	d Date:	October 2002			
Description of Partnership							
In this arrangement	the depot designate	s and constructs the programmer.	Sikorsky	provides the fur	nding.		
Weapon System(s) or Equipment E	Being Supported					
ASN-150 Tactical Data Processor Portable Programmer							
Revenue or Consi	<u>deration</u>						
Expected Total Rev	venue Over Life O	ue Over Life Of Partnership: \$98,00					
Expected Annual R	evenue:						
Depot Revenue To	Date:				\$98,000		
<u>Benefits</u>							
No product support	or improved busing	ness processes anticipated.					
<u>Workforce</u>							
•		ment jobs at the depot directly attribute		s partnership	0.0		
	•	cal community (excluding those at the	depot)				
	sector jobs at the d						
Federal Governme	nt DLHs at the depo	t expended to date			400.0		
Capital Investmen							
Expected private se				;	\$0		
Expected direct inv	estment at the depo	t by other government entities		(\$0		

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NS-01				As of Fourth Quarter FY02
Project: High Perform	rmance Brush		Status: 0	Currently Active
1 10,001 1 mg. 1 on o				Active Preceding Fiscal Year
Command	DMA(s)	Private Entity		Partnership Type
NAVSEA	PTNSY	Noesis, Inc.		Sale Of Services
Authority		Period Of Po	erformanc	e
10 USC 2539b	Start Date	e: April 2000	End Date:	June 2006
Description of Partn	ership		1	
special facilities with opporting the support	capability and e for that need. Noesis provides	generators. Noesis needs testing xperience with 500Kw motor generates and the program management, technical program management, technical services and the program management.	erator sets nent, techn	. Portsmouth NSY is ical support and knowledge
Weapon System(s)	or Equipment	Being Supported		
500 Kilowatt (Kw) Mo	tor Generators	<u></u>		
Revenue or Conside	eration eration			
Expected Total Rever	nue Over Life C	of Partnership:		\$3,000,000
Expected Annual Rev	/enue:			
Depot Revenue To D	ate:			\$1,680,583
		 d: Federal government is expect g cycles of involved equipment. 	ed to bene	fit through reduced
Benefits				
and equipment down- business has highligh testing program, new	-time, and reductions ted efficiencies	velopment, the expectations are to ced noise. Portsmouth Naval Shi not normally recognized. Also, a atroduced.	pyard empl	oyee exposure to private
<u>Workforce</u>				
		ment jobs at the depot directly attrib		· · · · · · · · · · · · · · · · · · ·
	-	ocal community (excluding those at	the depot)	0.00
Anticipated private se	•	•		2.00
Federal Government	DLHs at the dep	ot expended to date		19,871.0
Capital Investment				
Expected private sec	tor investment			\$ 0
l –		and the second s		

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Expected direct investment at the depot by other government entities

NS-02	NS-02 As of Fourth Quarter FY02						
Project: Lea	se of Portsm	outh Nava	I Shipyard Former Prison	Statu	s: C	ompleted	
					A	ctive Precedin	ig Fiscal Year
Comm	nand	DMA(s)	Private Entity		Partners		ір Туре
NAVS	SEA	PTNSY	Seavey Island, L.L.C		Lease of Facilities Only		
Autho	rity		Period Of	f Perform	ance		
10 USC	2667	Start Date	: June 1999	End [ate:	January 200)3
Description of	f Partnersh	ip					
space. Unfore	Seavey Island, LLC has leased the former Naval Prison, with the intent to refurbish and sublet class A office space. Unforeseen circumstances (death of lessee) will likely result in lease termination. Lease termination negotiations are in process.						
Weapon Syst	em(s) or Ed	uipment E	Being Supported				
None							
Revenue or C	onsideration	<u>on</u>					
Expected Total			f Partnership:				
Expected Ann	ual Revenue) :					
Depot Revenu							\$0
services included is required to the services included to the services	ding the cost expend a min sideration of	expended: nimum of \$	required to reimburse the Go by the Government for maint 50K per year for normal main he Government may approve	tenance, intenance	epair, of the	, and administ leased facility	tration. Lessee , in addition to
<u>Benefits</u>							
· .	pport or imp	roved busi	ness processes anticipated.				
<u>Workforce</u>							
			ment jobs at the depot directly a			partnership	0.0
	-		ocal community (excluding those	at the dep	ot)		
Anticipated p							
Federal Gove	ernment DLHs	at the depo	ot expended to date				0.0
Capital Inves	<u>tment</u>						
Expected priv	ate sector inv	estment					\$ 500,000
Expected dire	ect investmen	t at the depo	ot by other government entities				\$ 0

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NS-03					As of Four	th Quarter FY02
Project: SS IN	IDEPENDE	NCE Dryc	locking	Statu	s: Completed	
		-	•		Active Precedi	ng Fiscal Year
Comma	nd	DMA(s)	Private Entity	1	Partnersl	hip Type
NAVSE	Α	PHNSY	American Classic Voyage	s Company	Lease of Fa	cilities Only
Authori	ity		Period	Of Perform	ance	
10 USC 2	2667	Start Date	: March 2001	End [March 200	1
Description of	Partnersh	<u>ip</u>				
Maintenance Fa requested and b drydock number	ncility. Pea based on a r 4 for dock	rl Harbor N vailability of king and pe	of drydock number 4 at Pelaval Shipyard and Interment of drydock space, Americal erforming repairs for the Sty, provided services-in-kind	ediate Mainte n Classic Vo S INDEPENI	enance Facility allo yages Company th DENCE, a private o	wed, as ne use of cruise liner.
	m(s) or Eq	uipment l	Being Supported			
None						
Revenue or Co	nsideratio	<u>on</u>				
Expected Total	Revenue C	Over Life C	f Partnership:			
Expected Annua	al Revenue) :				
Depot Revenue	To Date:					\$61,000
			o use the leased property, ents to the facilities and ec			
<u>Benefits</u>						
	oort or imp	roved busi	ness processes anticipate	d.		
<u>Workforce</u>						
·			ment jobs at the depot direct	•	·	50.0
	-		ocal community (excluding the	ose at the dep	ot)	700.00
Anticipated priv	-		•			0.00
Federal Govern	nment DLHs	at the dep	ot expended to date			3,500.0
Capital Investn	<u>nent</u>					
Expected private	te sector inv	estment				\$ Unknown
Expected direct	t investment	t at the dep	ot by other government entitie	es		\$ 0

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Duning Al					As of Fourt	th Quarter FY02
			VN) Maintenance Work	Status		
	ource Sharir				Active Precedir	
Comm		DMA(s)	Private Entity		Partnersh	
NAVS	EA	PSNSY	Todd Pacific Shipyard, Inc		Government Furni	
					Sale Of A	
					Sale Of S	
					Team	•
			5 1 1665		Works	hare
	Authority Period Of Performance					
Other-Contract 99-C-850		Start Date	January 1999	End D	ate: January 200	04
Description o	f Partnersh	<u>ip</u>				
the propulsion highly technica Naval Shipyard	spaces, whi al work that r d, by providi	ich may no requires ce ng resourc	Sound Naval Shipyard supports of be accessible by private contractification or license by NAVSEA ses for the remaining work, e.g. plan of major service steam piping	ctor du . Todo ainters	e to security class Pacific supports F , welders, pipe fitte	ification, and Puget Sound ers. One result
Weapon Syst	em(s) or Eq	uipment E	Being Supported			
		-	Being Supported alterations, ships structure, repai	rs, and	preservation	
	distributive	systems, a		rs, and	preservation	
Aircraft Carrier	distributive onsideration	systems, a	alterations, ships structure, repai	rs, and	preservation	
Aircraft Carrier Revenue or C	distributive onsideration I Revenue C	systems, a on Over Life O	alterations, ships structure, repai	rs, and	preservation	
Aircraft Carrier Revenue or C Expected Tota	distributive onsideration Revenue Cual Revenue	systems, a on Over Life O	alterations, ships structure, repai	rs, and	preservation	\$0
Aircraft Carrier Revenue or C Expected Tota Expected Annu	distributive onsideration Revenue Cual Revenue	systems, a on Over Life O	alterations, ships structure, repai	rs, and	preservation	\$0
Aircraft Carrier Revenue or C Expected Tota Expected Annu Depot Revenu Benefits	distributive onsideratio I Revenue C ual Revenue e To Date:	systems, a on Over Life O e:	alterations, ships structure, repai	rs, and	preservation	\$0
Aircraft Carrier Revenue or C Expected Tota Expected Annu Depot Revenu Benefits	distributive onsideratio I Revenue C ual Revenue e To Date:	systems, a on Over Life O e:	alterations, ships structure, repai	rs, and	preservation	\$0
Aircraft Carrier Revenue or C Expected Tota Expected Annu Depot Revenu Benefits No product sul Workforce	distributive onsideratio I Revenue C ual Revenue e To Date: opport or imp	systems, a on Over Life O e: roved busi	alterations, ships structure, repai			\$0
Aircraft Carrier Revenue or C Expected Tota Expected Annu Depot Revenu Benefits No product sup Workforce Anticipated nu Anticipated pr	onsideration I Revenue Coual Revenue e To Date: Deport or impumber of Fedivate sector j	systems, a on Over Life O o: roved busi eral Govern obs in the lo	alterations, ships structure, repair of Partnership: ness processes anticipated.	outable	to this partnership	0.0
Aircraft Carrier Revenue or C Expected Tota Expected Annu Depot Revenu Benefits No product sup Workforce Anticipated nu Anticipated pr Anticipated pr	r distributive consideration I Revenue Coual Revenue e To Date: coport or imp umber of Fed rivate sector journed	systems, a on Over Life O e: roved busi eral Govern obs in the lo	alterations, ships structure, repair of Partnership: ness processes anticipated. ment jobs at the depot directly attributed community (excluding those at elepot	outable	to this partnership	0.0 945.00 315.00
Aircraft Carrier Revenue or C Expected Tota Expected Annu Depot Revenu Benefits No product sup Workforce Anticipated nu Anticipated pr Anticipated pr	r distributive consideration I Revenue Coual Revenue e To Date: coport or imp umber of Fed rivate sector journed	systems, a on Over Life O e: roved busi eral Govern obs in the lo	alterations, ships structure, repair of Partnership: ness processes anticipated. ment jobs at the depot directly attributed community (excluding those at	outable	to this partnership	0.0
Aircraft Carrier Revenue or C Expected Tota Expected Anno Depot Revenu Benefits No product sup Workforce Anticipated pr Anticipated pr Federal Gove	r distributive consideration I Revenue Coual Revenue e To Date: coport or import umber of Fedivate sector juicate sector juica	systems, a on Over Life O e: roved busi eral Govern obs in the lo obs at the de at the depo	alterations, ships structure, repair of Partnership: ness processes anticipated. ment jobs at the depot directly attributed community (excluding those at elepot	outable	to this partnership	0.0 945.00 315.00
Aircraft Carrier Revenue or C Expected Tota Expected Anno Depot Revenu Benefits No product sup Workforce Anticipated pro Anticipated pro Federal Gove Capital Invest Expected prive	distributive consideration I Revenue Coual Revenue e To Date: coport or import or import of Fedivate sector judate sector invented	systems, a on one observestment observestment observes ob	alterations, ships structure, repair of Partnership: ness processes anticipated. ment jobs at the depot directly attributed community (excluding those at elepot	outable	to this partnership	0.0 945.00 315.00

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NS-05					As of Fourt	h Quarter FY02
Project:	Puget Sound an	d Pacific (I	PS&P) Railway Contract	Status	: Currently Active	
	3	`	,		Active Preceding	
Co	ommand	DMA(s)	Private Entity		Partnersh	ір Туре
N	AVSEA	PSNSY	Puget Sound and Pacific Rai	lway	Other-Transporta	tion Agreement
Α	uthority		Period Of P	erform	ance	
Other-10	USC 2304(c)(1)	Start Date	December 1944	End D	ate: Ongoing	
Description	on of Partnersh	<u>ip</u>				
is the prop Pacific Ra maintenar improvem railway is maintenar	perty record hold illroad is allowed nce to the rails ar ents. The Navy vital to the missionce costs and pro	er for the 3 to use the nd roadbed pays a sepons accomodition	Shelton, WA, and Submarine Base mile segment between Breme railway for commercial hauling d. The Shipyard provides funding parate fee for transportation of raplished by the Navy. This agreed added benefit of more regular manifermittent use for Navy purpositions.	erton, Win exching for mail carsement remonstrates	/A and Shelton. Pu ange for doing norr ajor maintenance a loaded with Navy g educes the governing and feedback of	uget Sound and mal and capital goods. The ment's annual
	<u>.</u>		Being Supported	000 0111	<i>y</i> .	
None	<u> </u>	игритоне і	Joning Capportou			
	or Consideration	n				
	Total Revenue C		f Partnership:			
<u> </u>	Annual Revenue		•			
	venue To Date:					\$0
Other Cor in exchan maintenar	nsiderations: Pug	nal mainte	and Pacific Railroad is allowed nance to the rails and roadbed. nts.			
<u>Benefits</u>						
Naval Shi		arine Base	pection reports detail the conditi Bangor directly benefit from the			
Workforc	<u>e</u>					
1			ment jobs at the depot directly attri			0.0
			ocal community (excluding those at	the dep	ot)	4.00
	ed private sector j		•			0.00
Federal	Government DLHs	at the depo	ot expended to date			0.0
Capital In	vestment					
	d private sector inv	estment				\$ Unknown
- ' .						

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Expected direct investment at the depot by other government entities

NS-06					As of Four	th Quarter FY02		
		65) FY02 Extended Drydock	Status	s: Cu	urrently Activ	е		
Selected Restric	ted Availal	oility (EDSRA)		<u>'</u>				
Command	DMA(s)	Private Entity			Partnersh	nip Type		
NAVSEA	NNSY	Northrop Grumman Newport N	lews	Gove	rnment Furn	ished Resources		
		(NGNN)			Sale Of S	Services		
Authority		Period Of Performance						
10 USC 2208(j)	Start Date	: October 2001	End D	ate:	February 20	003		
10 USC 7300								
Description of Partnership								
of CVN-65 FY02 EDSRA. addition, NNSY, Puget Sources and like services 7300. The original period an approximate value of \$4 Weapon System(s) or EqUSS ENTERPRISE (CVN-Revenue or Consideration Expected Total Revenue CExpected Annual Revenue Depot Revenue To Date:	The facilition Navalus in support of perform 4.5M. uipment E 65) on Diver Life O		nment f I Shipya 0 USC 2	urnish ard ar 2208 a	ned equipme e providing o as modified l	nt (GFE). In butside machinist by Title 10 USC		
have been possible if NNS		t NGNN to support the CVN 65 Ek had not been utilized. This pa						
Workforce Anticipated number of Federal	eral Govern	ment jobs at the depot directly attrib	butable	to this	partnership	0.0		
Anticipated private sector jo	obs in the lo	ocal community (excluding those at	the dep	ot)				
Anticipated private sector jo		•						
Federal Government DLHs	at the deno	at expended to date						
	at the dopt	or expended to date				44,500.0		
Capital Investment	at the dopt	r experided to date				44,500.0		
Expected private sector inv	estment	ot by other government entities				\$ 0		

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NS-07				As of Fourth Quarter FY02
Project:	JSS JOHN C. S	STENNIS (CVN- 74) Planned Incremental Statu	
	Availability (PIA))		Active Preceding Fiscal Year
Co	mmand	DMA(s)	Private Entity	Partnership Type
N/	AVSEA	PSNSY	Neport News Shipbuilding	Government Furnished Resources
				Sale Of Articles
				Sale Of Services
				Teaming
				Workshare
Au	ıthority		Period Of Perform	nance
10 US	SC 2208(j)	Start Date	e: October 2000 End	Date: January 2003
10 U	SC 2539b			
10 U	ISC 2563			
Description	on of Partnersh	<u>iip</u>		
Newport N	ews had the co	ntract to do	work. Due to security badging requir	ements, Newport News couldn't
			contracted to Puget Sound Naval Ship	
			al Availability on USS John C. Stennis	
			Supship San Diego for work within th	e propulsion plant that Newport
			ctors are unable to accomplish.	
			Being Supported	
		<u> </u>	butive systs,alterations,ship structure,	repairs preservation
	or Consideration	_	(5)	#450.000
<u> </u>	Total Revenue (of Partnership:	\$156,000
•	Annual Revenue	9:		
· ·	enue To Date:			\$156,000
Benefits				
The partne			nned Incremental Availabilities has imp	proved the Navy's ability to ensure
The partne on-time ma	aintenance perio			proved the Navy's ability to ensure
The partne on-time ma	aintenance perio	od complet	ions.	
The partne on-time ma Workforce	aintenance perion ed number of Fed	od complet	ions. Iment jobs at the depot directly attributable	e to this partnership 1.0
The partne on-time ma Workforce Anticipate	aintenance perion and the sector just a sec	leral Govern	ions. Imment jobs at the depot directly attributable ocal community (excluding those at the de	e to this partnership 1.0
The partne on-time ma Workforce Anticipate Anticipate Anticipate	aintenance perion and the control of the control o	eral Governobs in the loops at the co	ions. Imment jobs at the depot directly attributable ocal community (excluding those at the delepot	e to this partnership 1.0 pot)
The partne on-time ma Workforce Anticipate Anticipate Anticipate	aintenance perion and the control of the control o	eral Governobs in the loops at the co	ions. Imment jobs at the depot directly attributable ocal community (excluding those at the de	e to this partnership 1.0
The partne on-time ma Workforce Anticipate Anticipate Anticipate Federal G	aintenance perion and the per	eral Governobs in the loops at the co	ions. Imment jobs at the depot directly attributable ocal community (excluding those at the delepot	e to this partnership 1.0 pot)
The partne on-time ma Workforce Anticipate Anticipate Federal G	aintenance perion and the per	eral Govern lobs in the lo lobs at the co s at the depo	ions. Imment jobs at the depot directly attributable ocal community (excluding those at the delepot	e to this partnership 1.0 pot)

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NS-08					As of Fourth Quarter FY02
Project:	Explosion Bulge	Plate Test	ing Services	Status	: Completed
С	ommand	DMA(s)	Private Entity		Partnership Type
	NAVSEA	PSNSY	Northrop Grumman Newport N	lews	Government Furnished Resources
			Shipbuiding (NG-NNS)		Sale Of Services
	uthority		Period Of P	erform	ance
	JSC 2208(j)	Start Date	October 2000	End D	ate: January 2001
10	USC 7300				
	<u>ion of Partnersh</u>				
inch-thick	: HSLA-100 (High	Strength-I	d explosion bulge testing servic Low Alloy) plates provided by No he site of Hawthorne Army Amr	ewport N	
Weapon	System(s) or Ed	quipment E	Being Supported		
None					
Revenue	or Consideration	<u>on</u>			
Expected	Total Revenue (Over Life O	f Partnership:		\$31,000
Expected	Annual Revenue	e:			
Depot Re	evenue To Date:				\$31,000
Benefits					
No produ	ct support or imp	roved busi	ness processes anticipated.		
Workford	<u>ce</u>				
			ment jobs at the depot directly attri		· <u> </u>
			cal community (excluding those at	the depo	
1	ted private sector j		-		
Federal	Government DLHs	at the depo	t expended to date		400.0
Capital I	nvestment				
Expecte	d private sector in	vestment			\$0
Expecte	ed direct investmen	t at the depo	ot by other government entities		\$0

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NS-09					As	of Fourth Quarter FY02
Project: Prop	eller Repair	Facility		Status	Current	tly Active
					_ Active I	Preceding Fiscal Year
Comm	and	DMA(s)	Private Entity		Pa	artnership Type
NAVS	EA	PHNSY	Wartsila Lips, Inc.	(Sovernme	ent Furnished Resources
Autho	rity	Period Of Performance				
FAR 4	5.3	Start Date:	April 2000	End Da	te: Dec	ember 2007

Description of Partnership

The Basic Ordering Agreement N00024-96-G-4019 was revised on 28 April 2000. The following Government Furnished Property (GFP) is provided by the shipyard for contractor work performed at Pearl Harbor Naval Shipyard:

Asset#	Nomenclature	
1051	K&R Pitchometer	
42914	K&R Pitchometer (provided for spare parts)	
41552	Balancing Machine	
Bldg. 5	Bridge Crane	
Bldg. 5	4,000 sq. ft. (access to 440V, 3 PH power, shop air (95psi), & toilets	
Bldg. 5	Laydown space for contractor's CONEX box within Bldg. 5	

4,000 square feet is authorized for use by the contractor on an intermittent basis. Periods of authorized use shall be identified in each delivery order. Wartsila Lips, Inc. had the bridge crane 5-63BC, 311-042753, certified for use on 1 May 2000 by All Ship & Cargo Surveys Ltd. for 4 years per OSHA requirements. The pitchometers were made available for use and/or upgraded to digital readouts by Wartsila Lips, Inc., as deemed necessary by them to do their work. Under the liability provisions of the contract, Wartsila Lips, Inc. must maintain the government-furnished equipment.

Wartsila Lips personnel come on travel to the shipyard to perform work. Therefore, private sector jobs are created at the shipyard. However, the private sector workers are not local (Hawaii) workers, so that is why the number zero is used.

Weapon System(s) or Equipment Being Supported

Submarine propellers

Revenue or Consideration

Expected Total Revenue Over Life Of Partnership:

Expected Annual Revenue:

Depot Revenue To Date:

\$0

Resources Provided/Benefits Derived: This partnering arrangement permits provisioning of government-furnished facilities and equipment for contractor use to accomplish Navy work. No other resources are provided by the Shipyard. The Navy has cost avoidance savings in the transportation costs of shipping the propeller to and from the contractor's mainland facility at Poulsbo, Washington or Chesapeake, Virginia. The shipping cost is somewhat offset by the payment of transportation and per diem costs for the contractor's workforce at Pearl Harbor for each delivery order. Also, transportation costs are incurred in the shipment of standards and equipment to and from the mainland facilities.

Benefits

There is reduced repair cycle time for the propellers since shipment time to and from the mainland is avoided. The propellers are more readily available to the Fleet as significant time is saved due to the normal time loss when these assets are transported to and from the mainland.

Workforce

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Partnership Synopsis — All Partnerships At All Navy Depots

<u>Workforce</u>		
Anticipated number of Federal Government jobs at the depot directly attributable to this partnership	0.0	0
Anticipated private sector jobs in the local community (excluding those at the depot)	0.0	5
Anticipated private sector jobs at the depot	0.0	<u>5</u>
Federal Government DLHs at the depot expended to date	0.0	<u>5</u>
Capital Investment		
Expected private sector investment	5	0
Expected direct investment at the depot by other government entities	S	<u>0</u>

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NS-10					As of Fourth Quarter FY02	
Project: Nucle	ear Aircraft (Carrier (CV	N) Maintenance Benchmarking	Status:		
					Active Preceding Fiscal Year	
Comma	and	DMA(s)	Private Entity		Partnership Type	
NAVSE	ĒΑ	PSNSY	Todd Pacific Shipyard Corpora	ition	Teaming	
Author	rity	Period Of Performance				
Other-Memora Agreem		Start Date:	September 2001	End Da	te: September 2004	

Description of Partnership

The products of the Puget Sound Naval Shipyard/Todd Benchmarking Partnership are Benchmarking process studies, which are essential to further both organizations' mission in meeting the maintenance and modernization needs of the Navy. In response to customer demand for top quality products and services, maintenance providers are continually searching for "Best Practices" that can be adopted to improve their business practices. Benchmarking is the continuous process of measuring one's products, services and practices against the best anywhere in the business world to achieve improved performance. Puget Sound Naval Shipyard and Todd Pacific Shipyards Corp. have determined that a benchmarking partnership contributes to a mutually beneficial goal of achieving the most timely and cost effective ship repair processes in compliance with all federal, state and local laws. Both parties benefit from effecting the completion of mutually agreed upon benchmark and process improvement studies.

The first benchmark study conducted with Todd was titled "NAVSHIPYD Puget Sound/Todd Benchmark Study-Structural and P2 Pipe Welding Processes." Both parties agreed that this subject matter be benchmarked due to the high volume of welding to be completed for the service steam change out of both carrier overhauls. Upon completion of the study (22 Mar 2002), no significant cost savings were identified by either shipyard. However, a much clearer understanding of each organizations processes was gained. This knowledge along with a "Team Concept" was developed between shipyards and goes far beyond this benchmark study.

Weapon System(s) or Equipment Being Supported

None

Revenue or Consideration

Expected Total Revenue Over Life Of Partnership:

Expected Annual Revenue:

Depot Revenue To Date:

\$0

Other Considerations: This is considered an in-kind arrangement which benefits both parties. The purpose of this partnership is to enhance efficiencies of both organizations by working together to adopt best practices, increase cooperation and teamwork between the parties, minimize duplication of effort, minimize cycle time delays, and reduce administrative costs.

Benefits

To date only one Benchmark study on a specific process has been completed. The findings on the first study indicated few differences between shipyards (Puget Sound and Todd) for the compared processes. There were no significant cost savings identified by either shipyard in this particular study. Cost and cycle time were the main metrics considered. However, a much clearer understanding of each organization's processes was gained. This knowledge, along with a "Team" concept that has developed between shipyards, goes far beyond this benchmark study.

Workforce

Anticipated number of Federal Government jobs at the depot directly attributable to this partnership	0.0
Anticipated private sector jobs in the local community (excluding those at the depot)	
Anticipated private sector jobs at the depot	
Federal Government DLHs at the depot expended to date	526.0

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Capital Investment	
Expected private sector investment	\$ 0
Expected direct investment at the depot by other government entities	\$ 0

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			As of Fourth Quarter FY02	
	arine (Nuclear-Powered)	Status:	Completed	
DMA(s)	Private Entity		Partnership Type	
PSNSY	Electric Boat Corporation		Other-SSGN Design Build Participation	
Period Of Performance				
Start Date:	October 2001	End Date	e: December 2002	
	Conversion DMA(s)	Conversion DMA(s) Private Entity PSNSY Electric Boat Corporation Period Of Policy Private Entity Period Of Policy Private E	Conversion DMA(s) Private Entity PSNSY Electric Boat Corporation Period Of Performan	

Description of Partnership

The work scope of the SSGN Design and Conversion is in its planning stages through his arrangement. At this time the execution activity for SSGN Conversion is undefined and the SSGN Conversion Execution Contract and the Design Build Contract have not been awarded.

In this arrangement EBC, NAVSEA, and Naval Shipyards (PSNS and NNSY) established a non-binding Memorandum of Agreement (MOA) to define the conceptual framework for a working relationship between Electric Boat Corp. and the Naval Shipyards with regard to the OHIO Class SSGN design and conversion, and generally describes how the parties will work together to perform the work scope most effectively. Separate Interface Agreements (IA's) were established to further define responsibilities.

The following key product and process functions are agreed:

The Design Build team process as outlined in the IA's will be applied to the OHIO Class SSGN design development. This process requires active participation by all the key parties in the design development phase. A baseline Conversion sequence will be jointly developed in Artemis incorporating Interface Events by EB and the Naval Shipyards with enough definition to refine Interface Event Job Content. A Conversion Master Interface Event List will be developed from this sequence which will include key events approved by NAVSEA. (The Interface Events will establish installing shipyard need dates for design, procurement, manufacture and test products.)

Ship checks will be performed on each ship as a team effort between EB and the Naval Shipyards. This will facilitate effective integration of the OHIO Class SSGN design.

EB will provide conversion drawings and the Naval Shipyards will develop the work packages for installation.

EB will order and provide all standard materials, engineered components, and manufactured assemblies for conversion to the Naval Shipyards, except as noted within the IA's.

EB will provide Conversion Engineering Liaison Office support teams to each Naval Shipyard prior to start of material delivery through delivery of the last ship.

Specific operational details for implementing the working relationship addressed by this MOA will be subject of separate IA's between the key parties. These will include the following five subject matter areas:

Information and Technology - to define computer installation and electronic interfacing at EB, and computer installation at the Naval Shipyards.

Material Acquisition and Control - to define all material related processes to govern material supply controls and support to the Naval Shipyards.

Planning – to detail development and maintenance of the Conversion Master Interface Event List, drawing model, product structure development, drawing review process, change management process and manufacturing to support the conversion schedule.

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Quality - to identify interface responsibilities between EB, Naval Shipyards and NAVSEA quality control systems.

Test – to identify the systems for which testing will be developed.

The MOA was effective upon signature by all parties and shall remain in effect, to the extent that it is not inconsistent with any contract or future legislation, until superseded or terminated by mutual consent. Signed 5 October 2001.

Neither the MOA nor any IA is intended to create or alter any contractual rights or obligations of the parties. In the event of any conflict or inconsistency between terms in this MOA (or any IA) and program contracts, such contracts shall govern.

Weapon System(s) or Equipment Being Supported

SSGN Attack Weapons System

Revenue or Consideration

Expected Total Revenue Over Life Of Partnership: \$2,500,000
Expected Annual Revenue:

Depot Revenue To Date:

\$67,000

Design Build Participation establishes early shipbuilder involvement to define the deliverables (content and format), define ship build strategy and define construction schedule requirements. This allows the designer to customize the design to maximize the shipbuilder's requirements thereby reducing design changes, prioritizing the design deliverables to be driven by real need dates and schedule of material delivery to coincide with actual need dates.

Workforce

Benefits

HOIMOTOS	
Anticipated number of Federal Government jobs at the depot directly attributable to this partnership	9.0
Anticipated private sector jobs in the local community (excluding those at the depot)	
Anticipated private sector jobs at the depot	
Federal Government DLHs at the depot expended to date	900.0
Capital Investment	
Expected private sector investment	\$ 0
Expected direct investment at the depot by other government entities	\$ 0

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NS-12				As of Fourth Quarter FY02		
		d USS RONALD REAGAN	Status			
(CVN-76)	Production Serv	ction Services Active Preceding Fisc				
Command	DMA(s)	Private Entity		Partnership Type		
NAVSEA	NNSY	Northrop Grumman Newport I	News	Sale Of Services		
Authority		Period Of P	erforma	ance		
10 USC 2208(10 USC 7300	"	November 2000	End D	ate: February 2001		
Description of Par	tnership					
		production services to Newport luded pipefitting, sheet metal ar		hipbuilding in support of CVN-68 ation services.		
Weapon System(s)	or Equipment l	Being Supported				
CVN 68 and CVN 7	6					
Revenue or Consideration	<u>deration</u>					
Expected Total Rev	enue Over Life C	f Partnership:		\$1,800,000		
Expected Annual Re	evenue:			\$1,800,000		
Depot Revenue To	Date:			\$1,800,000		
<u>Benefits</u>						
No product support	or improved busi	ness processes anticipated.				
<u>Workforce</u>						
Anticipated number	of Federal Govern	ment jobs at the depot directly attri	butable t	to this partnership 0.0		
· ·	•	ocal community (excluding those at	the depo	ot)		
Anticipated private	•	•				
Federal Governmer	nt DLHs at the depo	ot expended to date		25,000.0		
Capital Investment	<u> </u>					
Expected private se	ector investment			\$0		
Expected direct inve	estment at the dep	ot by other government entities		\$0		

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NS-13				As of Fourt	h Quarter FY02		
Project: USS DWIGHT	DWIGHT D. EISENHOWER (CVN-69) and USS Status: Completed						
		AN (CVN-76) Production Services Active Preceding Fiscal Ye					
Command	DMA(s)	Private Entity		Partnersh	ір Туре		
NAVSEA	NNSY	Northrop Grumman Newport I (NGNN)					
Authority		Period Of F	Perform	ance			
10 USC 2208(j)	Start Date	e: July 2001	End D	ate: September 2	2001		
10 USC 7300							
Description of Partners	hi <u>p</u>						
Shipbuilding in support of electrician and outside m	f CVN- 69 a achinist ser						
Weapon System(s) or E	quipment	Being Supported					
CVN-69; CVN-76							
Revenue or Considerat							
Expected Total Revenue		of Partnership:			\$440,000		
Expected Annual Revenu					\$440,000		
Depot Revenue To Date:					\$440,000		
Benefits							
	proved busi	ness processes anticipated.					
<u>Workforce</u>							
•		ment jobs at the depot directly attr		•	0.0		
• •	•	ocal community (excluding those a	t the depo	ot)			
Anticipated private sector	•	•					
Federal Government DLF	is at the dep	ot expended to date			9.0		
Capital Investment							
Expected private sector in					\$0		
Expected direct investme	d direct investment at the depot by other government entities \$						

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				As of Fourth Quarter F						
) FY02 Selected Restricted lability (SRA/RAV)	Statu	s: Currently Active						
Command	DMA(s)	Private Entity		Partnership Type						
NAVSEA	PTNSY	General Dynamics, Electric	Boat	Teaming						
		Division		Workshare						
Authority		Period Of		nance						
Other-FAR Contr	act Start Date	e: January 2002	End [Date: December 2002						
Description of Partnership										
drydock and New Lo Veapon System(s) JSS MEMPHIS SSN Revenue or Consic	ondon Subase. or Equipment I N 691 deration									
Expected Total Reve		of Partnership:		\$28,904,50						
Expected Annual Re										
	2 oport to volido To Bato.									
		d. Harristan State and days	11-1-	\$21,347,90						
Resources Provided drydocks at New Lo Naval Shipyard and	d/Benefits Derive ndon Subase. Th Electric Boat wo		ults in m	sens the burden on floating ore efficient use of Portsmouth						
Resources Provided drydocks at New Lo Naval Shipyard and the depot, from the Nanefits	d/Benefits Derive ndon Subase. Th Electric Boat wo Navy.	ne workshare arrangement resurk forces. Work performed und	ults in m der this p	sens the burden on floating ore efficient use of Portsmouth partnership generates revenue fo						
Resources Provided drydocks at New Loo Naval Shipyard and the depot, from the Naval Shipyard so the devailability in New Loo Cartnering decision Naval Shipyard and the main reduction of the new construction	d/Benefits Derived ndon Subase. The Electric Boat wo Navy. e completed in the ondon CT and the was a labor resorted Electric Boat progear replacement	ne workshare arrangement resurk forces. Work performed und ne required time frame or cost in the urgency of the repair drove the urgency of	ults in m der this p f this par ne work haring a onnel to arrange	sens the burden on floating ore efficient use of Portsmouth partnership generates revenue for the state of th						
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Resources Provided drydocks at New Lo Naval Shipyard and the depot, from the Naval Shipyard not be availability in New Lo Dartnering decision of Naval Shipyard and the main reduction of new construction Morkforce Anticipated number Anticipated private so Federal Government Capital Investment	d/Benefits Derived and Subase. The Electric Boat wo Navy. e completed in the ondon CT and the was a labor resord Electric Boat progear replacement and major mainted of Federal Govern sector jobs at the control DLHs at the deposit	ne workshare arrangement resurk forces. Work performed und the required time frame or cost in the urgency of the repair drove the urces sharing decision. Work supplies on plant engineering personal to portion of the availability. The enance in job planning and exemple the post of the depot directly attributed to community (excluding those addepot	olts in meder this particle work haring a connel to arrange ecution.	esens the burden on floating ore efficient use of Portsmouth partnership generates revenue for the same of the sam						
Resources Provided drydocks at New Local Shipyard and the depot, from the New Local Shipyard and the depot, from the New Local Shipyard and the main reduction of new construction Morkforce Anticipated number Anticipated private so Federal Government Expected private se	d/Benefits Derived and Subase. The Electric Boat wo Navy. e completed in the ondon CT and the was a labor resonant and major maintained of Federal Govern sector jobs in the lessector jobs at the control DLHs at the deposition of the sector investment.	ne workshare arrangement resurk forces. Work performed und the required time frame or cost in the urgency of the repair drove the urces sharing decision. Work supplies on plant engineering personal to portion of the availability. The enance in job planning and exemple the post of the depot directly attributed to community (excluding those addepot	olts in meder this particle work haring a connel to arrange ecution.	esens the burden on floating ore efficient use of Portsmouth partnership generates revenue for the same and t						

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NS-19					As of Fo	urth Q	uarter FY02		
Project:	Torpedo Facility	y Partnership Status: Currently Active							
С	ommand	DMA(s)	Private Entity		Partnership Type				
1	NAVSEA	NUWCK	Raytheon Electronic System	s L	Lease Of Facilities And Equipmer				
A	uthority	Period Of Performance							
10	USC 2667	Start Date	: July 2002	End Da	Date: June 2005				
Descript	ion of Partnersh	<u>ip</u>							
This facilities and equipment lease agreement was signed and implemented in June 2000. It was recharacterized as a Center of Industrial and Technology Excellence (CITE) initiative in July 2002, as indicated by the start date. The revenue over the life of the arrangement is \$500,000 per year since 2000. NUWC Division Keyport is providing the operating building and equipment. Raytheon Electronic Systems performs production and integration of torpedo kits as the Original Equipment Manufacturer (OEM).									
Weapon System(s) or Equipment Being Supported									
MK46, MK48, and MK54 Torpedoes									
Revenue or Consideration									
Expected Total Revenue Over Life Of Partnership:					\$2,500,000				
Expected	Annual Revenue	:							
Depot Revenue To Date:					\$1,500,000				
Benefits									
Co-location of the depot and OEM afforded by the lease is intended to reduce logistics time and cost; thus reducing the procurement cost to DoD.									
Workford	<u>:e</u>								
Anticipa	ted number of Fede	eral Govern	ment jobs at the depot directly attrib	utable to	this partnership	_	0.0		
Anticipated private sector jobs in the local community (excluding those at the depot)						_	Unknown		
Anticipated private sector jobs at the depot						_	Unknown 0.0		
Federal	Federal Government DLHs at the depot expended to date								
Capital Investment									
Expecte	d private sector inv	estment				\$	2,500,000		
Expecte	d direct investment	at the depo	ot by other government entities			\$	0		

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